



# Check Point

SANTA MONICA CHAPTER

VOLUME 2, NUMBER 6

JUNE, 1956



a glimpse at our ancestors . . .

SMFCCA - 1952

#### Next Rallye:

Rallye in Rhyme. With A.H.O.C. Sunday, June 17th. Start: Alexander's Market parking lot, one block north of Sunset on Vermont Blvd. Finish: Hollywood Riviera Beach Club.

#### Next Meeting:

June 27th, Wednesday Evening. Dinner meeting. Santa Ynez Inn, Sunset and Hwy. 101. Drinks, 6 p.m., Dinner, 7 p.m., Meeting, 8 p.m. Herb Schwarz's film and commentary.





## RANDOM RAMBLINGS

by

Burton Harrison  
*President*

It seems to me that it is about time that all of us took inventory of our behavior and attitude while driving. As sports cars become more common on the streets and highways they get into the hands of all kinds of people. This, of course, is as it should be, but a small minority is giving the rest of us a bad name. Not only with the general public but with the law enforcement agencies.

The same thing happened some years ago when the Hot Rods were running wild. Now, thanks to the excellent publicity of the Clubs and their intensive policing of their own members, they have won the respect and cooperation of the police departments in many states and they no longer arouse the animosity of the general public.

Almost every time that I have to go to town I see a sports car doing something that could cause resentment. Yes, I'm guilty, too. It's great fun to drive a sports car and use its full capabilities but the city street or crowded highway is not the place to show off — and that is exactly what a lot of it is. Of course we like to drive thru little holes in traffic and to gain half a block by being able to squeeze by next to the curb, to wind it up in the gears and hear the engine talk to you, but people in quiet residential areas take a dim view of it and people on the highway get just plain damn angry.

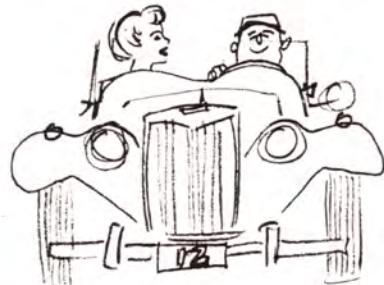
As a group we are better than average drivers—the police departments will go along with this — and our cars are better handling and better maintained so there is no reason on earth why some of us should drive as if we were overcompensating for an inferiority complex. Some psychiatrists (and some normal people too) say that that is one reason people buy sports cars. Let's not prove their theory.

To my mind the slogan "Courtesy is Contagious" is the best yet. Just think back on the times when you have stopped and waved someone ahead when they were trying to make a left turn in front of you and how often they smile and wave their thanks. It gives you a good feeling too and since sports cars are more conspicuous, the other driver remembers it a bit longer.

I remember one time when we were driving on a lonely road and were flagged down by the driver of an American sedan. The fellow had a flat and no jack. While he changed the tire he said that he had been trying to stop cars for a long time without any luck but that he knew that if a sports car came by he would get help.

The automobile death rate in California is going up. Not the rate per vehicle mile (they seldom mention this) but the total number of deaths per month. Since the Authorities will not or cannot take the necessary steps to stop this by a really tough system of licensing drivers they are looking for a Patsy and their beady eye is on us. This is apparent in a number of ways. For example, the sudden enforcement of various petty regulations. You may be very sure that new, stricter regulations and laws are com-

## The Ultimate Rallye Partner



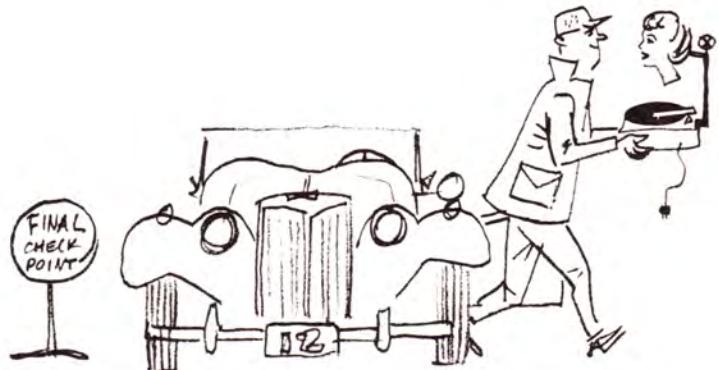
"Darling, you're so punctual! right on time, as always . . ."



"... That was a 0 error leg, dream boat . . ."



"... What marvelous, split-second timing on that turn . . ."



"... Rallyes are always so much fun with you, dear." CLICK!

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ing so lets conduct ourselves in such a manner that they will not be aimed directly at us.

Sports cars are something new again to the American public and we are still on trial. The FCCA, as a large organization, can do much to promote better driving and better public relations. LET'S DO SOMETHING ABOUT IT.

III. *Plastering*

- A. *Principles of design*.
1. The clay model.
2. Forgeetting the clay model.
3. Law
4. The city hall steps.
5. Remote mountain areas.
6. Floating out to sea.
7. The bribe.

IV. *Engine Overhauling*.

- a. How to mix 1400 lbs of plaster.
- b. How to remove the 1400 lbs. and start over because it looks awful.
- c. How to remove 1400 lbs. of plaster from hair, ears and nose.
- d. The disadvantages of plaster falling into the carburetor and hardening.
- e. The wretched head.
- f. The worn main bearings.
- g. The rounded camshaft lobe.
- h. Mufflers with holes in same.
- i. The Clutch which has no leather.
- j. A discussion of why rivets alone will not shift a car.
- k. How to use the above engine as a sailboat and chassis.
- l. A few comments on the frozen wrist pin.
- m. The large ridge on the top of the cylinder wall.
- n. Insulated wires without insulation.
- o. Mufflers with holes in same.
- p. The Clutch which has no leather.
- q. A discussion of why rivets alone will not shift a car.
- r. How to purchase fiberglass materials.
- s. The female mold (a sexy discussion).
- t. "B," sexy - and to those who do not find "B," sexy the body to theender wells, the fire wall, floor and, oh yes, the auto frame.
- u. How to keep chrome to a bare minimum.
- v. How I got rid of the damned thing.

V. *Fiberglassing*.

- a. How to use the above engine as a sailboat and chassis.
- b. The male mold (a sexy discussion).
- c. The male mold (sexy to those who do not find "B," sexy the body to theender wells, the fire wall, floor and, oh yes, the auto frame).
- d. Attaching the body to those few others.)
- e. Wiring, instruments.
- f. How to do with the dismantled body.
- g. What to do with the dismantled body.
- h. The dismembering of the body.
- i. The dismembering of the body.
- j. The dismembering of the body.
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- l. The dismembering of the body.
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- w. The dismembering of the body.
- x. The dismembering of the body.
- y. The dismembering of the body.
- z. The dismembering of the body.

Pushed "it" into the alley, and I jumped in and started downhill without brakes (but who cares, because I can shift down). There was no ignition (the dogs chewed it). I crossed all the wires and let out the clutch (let's henceforth refer to the clutch as a wet handshake), and the damned thing started. With a loud Huzzah (from me) and a loud bakkie from it, I headed towards Malibu. Although I had no lights, the cops did not bother me because they could not believe it.

At 9:35 p.m., we arrived at a squalid house in a squalid area in East Los Angeles and rang a squalid bell. The door bell wouldn't work, so we knocked. Eight children and six dogs answered the door, followed by the mother (oh yes, and a father — he had a part-time job). All sixteen except for the ivy on the roof. It seemed to be very low, just as we wished, but this was due, we found, to the ground contacting the rims) the dogs had chewed the ivy on the back yard, and there it was. It was blue, escored us to the back yard, and there it was. It was blue, (with sedgues), three pairs of unmatched shoes (women's pumps; we might pump up the trees), one old Ked "Shock Absorber" tennis shoe (the shock absorber will later be removed for automotive use), three cobwebs (two with spiders), and the left rear fender (later to be appreciated). Did it run, we asked? Oh yes, back in '48, the family drove (on Sunday) from Manhattan Beach in only three days. How much, we asked? Thirty-five, said she (the husband had done all the talkling up to this point). Five, pink; pink, incidentally, fades to a little type of green).

In the back seat (it was a sedan) were three old dresses (with sedgues), three pairs of unmatched shoes (women's (with sedgues), we might pump up the trees), one old Ked "Shock Absorber" tennis shoe (the shock absorber will later be removed for automotive use), three cobwebs (two with spiders), and the left rear fender (later to be appreciated).

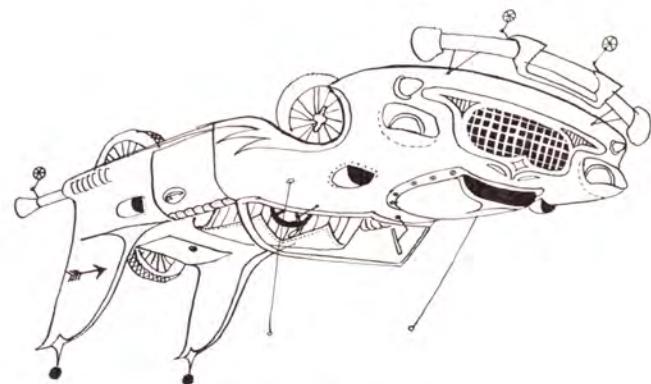
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We now stood in the back yard in the dark; all eight-teen having retired. The yard opened on an alley. We let cost 1. dollars.

The following account is exactly as has been occurred in  
Automotive History:

For ten years, the ham radio bug has been gnawing slowly in my subconsciousions. Also gnawing was an auto-motive bug, or shall I say two bugs. One was the "How to Fix an Engine" bug; the other in "I can Design a Prettier Car Than Nash" bug. These bugs have been gnawing away at me for many months now.

Robert Vaughan (he has the same bugs,) was relaxing in front of the fire reading the exciting and worthless ad section of the thriving (circulation 3000) little "Malibu Times". He leaped to his feet and called me to announce the sale of a 1935 Willlys 77. Ideal, he said, for fibreglass body because of the short and narrow chassis.



or How to Stay Plastered for Three Months  
or If They Can Do It on the Themes, So Can We.  
by R. L. Comen, Automotive Engineer, So Can We.  
Automotive Designer (Unemployed)  
Tax Dogger (Employed)

How to Build a Sports Car

## H. O. in Retrospect

by Ed and Betty Lynch

It started at the April meeting when no one, but no one would volunteer to put on the May rallye. Out of the approximately 156 enthusiasts who are in the SMFCCA, not one was enthusiastic enough to put on the May Rallye.

It is the responsibility of your Rallye Chairman to see that there is a club event each month, therefore we went to work on the Hoot Owl Rallye.

Laying out a rallye is lots of fun in spite of the work involved. H. O. Rallye took about 24 hours driving time and about 6 hours of paper work, and it put another 400 miles on our odometer. We encountered a wide variety of weather, roads, and animals in the road. One of the most difficult parts of the rallye was thinking of a name; one of the most enjoyable was sampling all the coffee shops along the route to find a suitable coffee break.

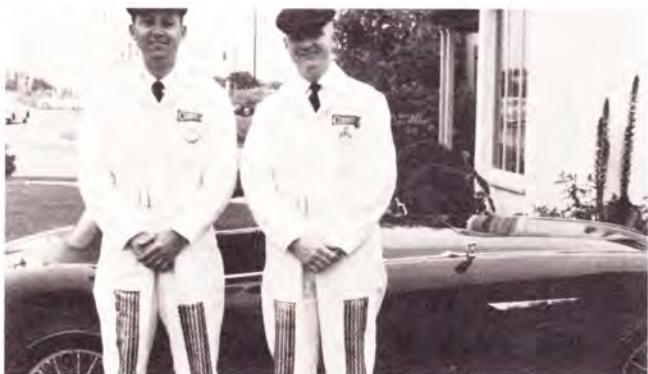
The weather cooperated with us to provide a balmy spring evening for the H. O. Rallye. Forty-five cars came but only fourteen were members. However, we had many members as checkers including the Comens, the De Bar-dases, Howard Frank, Ruth Peirce (Bob was at the Bakersfield races), the Baresels, and the Moyers. We had some kind-hearted guests checking for us, too: Jane Martin came with Howard Frank and R. W. Gousha and L. H. Crick came from the L.S.C.C. Many thanks to you all for maintaining well-run check points in spite of the difficulties.

The new Hamilton 24-hour watches, provided and nicely mounted by Bill Doyle, are a great improvement in check point timekeeping. From now on rallye timekeeping will be done on a 24-hour basis, navy time!

After starting at Hody's Lankershim, the H. O. Rallye went directly out to Soledad Canyon and from there through Agua Dulce, Escondido, and Aliso Canyon into Palmdale. From Palmdale they returned via Bouquet and Placerita Canyons to the finish at The Rafters Restaurant on Sepulveda.

The average speeds perhaps were a bit higher than usual, but averages 8.5% lower were available. Only three guest cars chose the lower speeds, which had been recommended for all cars 1500 cc or under and novices.

We're sorry that more members did not get to the Hoot Owl Rallye, but we will be looking for all of you on the Rallye in Rhyme on June 17th. This promises to be a challenging but most enjoyable rallye and not too difficult navigation-wise. For more information please call Ed Warren at FR 2-7526.



How to dress for a 24-Hour Rallye

## A Sports Car's Lament

by Dick Raitt

I'm a sports car; got 'um cylinders and run just fine. I'm not too old and get pretty good care, I guess. — Like good gas and that swell tasting eastern oil. When I get a cough or lose my power, my boss rushes me to the shop on the double — unless he feels like tinkering around with me himself.

But I got a complaint! About once a month, the boss wakes me up too early and takes me to a place where a lot of other sports cars are. He slaps a number on my forehead and - oh, my aching differential, we're off! He takes me up into the mountains, over dirt roads, with rocks yet. He gets lost so he puts his foot in my carburetor to make up for lost time. He turns me around, inside out, and around again. Then, all of a sudden we stop. I'm no sooner cooling off my muffler, than he jumps in and we're at it again.

My poor cylinders are throbbing, my brakes are burned, my radiator is choked with dust, my transmission feels like it's ground its last pound; what I wouldn't do for a bath.

Finally, this madness is over and I'm back in my little nest. What I want to know is — was this 'rallye' necessary?

## Hoot Owl Rallye

MAY 19, 1956

Position	Driver-Navigator	MorG	Car	Error
1	James and Helen Weishuhn	M	TR-3	1:40
2	Dave Brookfield - Gene Connell	G-M	MK-VII	2:25
3	Bob Sanderson - Norm Stratton	G	AH	2:32
4	Audrey and Bill Doyle	M	AH	2:50
5	Lloyd Dunham - C. H. Pratt	M-G	Jag	3:36
6	Ken and Sue Phillips	M	AH	4:15
7	Rolf Donahower - Lee Foley	G	VW	6:33
8	Jack Brink - Don Brink	G	Porsche	6:40
9	Ed and Evvie Vogler	M	Jag	7:37
10	Don Swanson - Ben Morse	G	AH	8:08
11	Dick Brink - Harlow Herring	G	VW	10:15
12	Richard Moody - John Burns	G	VW	11:35
13	Scott and Diane Harvey	M	Porsche	11:36
14	Revon Craig - Jim Thurmond	G	Jag	12:37
15	Pedro da Cunha - Beverlee Bell	G	VW	13:09
16	Ted and Ann Edlefsen	M	MG	13:20
17	Jim and Chris Hines	M	MG	14:24
18	Betty Sidell - Mary Rouen	G	MG	14:35
19	Howard and Jane Knox	G	Porsche	15:18
20	Wm. Zinsley - Wm. Doucette	G	AH	16:20
21	John and Sherry Robson	G	VW	17:13
22	Walt Glassett - Don Morrow	G	Porsche	17:20
23	Robt. Pedersen - Pat Robinson	G	MG	17:44
24	Syd and Isobel Barnes	G	MG	19:23
25	Nita Green - Gene Fromm	M-G	MG	19:41
26	Marty Stevens - Geo. Wessel	G	AH	22:22
27	W. D. Wisherd - Floyd Brooks	G	MG	22:52
28	W. J. Milliken - Bruce Coxley	G	MG	24:46
29	William Jacobson - James Johnson	G	Merc	24:51
30	Stu Hoyt - Rusty Bates	G	MG	26:43
31	Don L'Etoile - Bill Hill	G	VW	27:56
32	Norman St Denis - Norman Wallace	G	Corvette	28:11
33	Robt. Hansen - Herb Matthews	G	MG	28:19
34	Anthony Hayes - Ron Davies	G	MG	28:33
35	Phyllis and Jack Dildine	M	Jag	28:27
36	Richard Nelson - Kenneth Jue	G	Chev	33:43
37	Pete Darley - Phil Stevens	M-G	AH	35:37
38	Eddie and Marilyn Fleming	G	MG	55:47
39	Gene Haskell - H. W. Davis	G	Rapier	57:32
40	Jim Lee - Brad Lang	M	AH	MCP
41	Dick Raitt - Marcia Wynne	M-G	MG	M2CP
42	Hal and Chris Wood	G	AH	M2CP
43	John Dillingham - Cary Stewart	G	Jag	M3CP
44	Chas. English - Neil Ricci	G	Olds	DNF
45	Neil and Howard Auerbach	G	T-Bird	DNF

ever did sail the ocean. Amen.  
A jaguar. As to the "WHY," in our book it's the best ever offered, best valued, best looking foreign hot rod that a jaguar.

All of which explains "HOW" not "WHY" we bought the XK 120 Jag. All of which influenced now appearing on the 1955-56 models.

chromium Detroit influence got rid of that damn Coventry, England, Please get some time. But she isn't come up and see her trophies sometime. (see the Marvelous Gladstone in a coming issue of Checkpoint), about two years ago. They had nothing to do one Sunday afternoon, so they took a demobilization ride in a T.D. at Brentwood Motors and bought. (Not Brentwood Motors, the T.D.) They now have a T.F. 1500, of which they are justly proud.

They found their true love, as they call it, the MG. Bell, and Hughes.

Chris has since worked at Houston Fearless, Packard Wall tires. They lopped shorty the rear left. Chris has since worked at Houston Fearless, Packard Bel, and Hughes.

Chris attended Brentwood Elementary School, Emerson out of the country. Thus they returned to Los Angeles.

Chris attended Brentwood Elementary School, Emerson lived next door, but he claims she never gave him a second look until he got a brand new shiny Merc. With white side door? It never happens . . . but to Chris it did. Jim lived all heard the old tale of girls marrying the boy and University High School.

You've all heard the old tale of girls marrying the boy and University High School.

Then in 1953, I started to get smart. No, I didn't divorce the wife, drawn the children, quit my job and disown my friends, I was more subtle. We moved to California, married off our daughter, the English had co-operated by developing the Pound sterling, took out a lot of insurance on our hope up Olds Conn., made the wife a present of a personal accident policy, then gave her the keys to the car.

says NO you've had it

bitten by the sports car bug, and brother, when the wife passed a sanity test. My wife, at that time, hadn't been know a D.O.H.C. from a wolf whistle would have suggested a D.O.H.C., our eastern friends(?) who wouldn't know of one of their underlings owning one of those mere thought little foreign cars, our eastern friends(?) who wouldn't societies would have looked with horror at the mere thought of the family would in the east at the time), my firms as-lousy (we lived in the east all fit, the eastern climate was wants to be practical) why we should not invest in a XK. But always there were many practical reasons (and who and get her home in time for dinner.

Broad race with plenty of time left to pick up the ole gal

Saturday afternoon Kaffee Klotch then compete at a local taxi ones mother-in-law downtown depositing her at the family. Not without have a bucke which could

so these little buggies came to around \$800 dollars, American.

The English in 1948 hadn't developed the pound sterling with the XK's and the Allards were 99% competition jobs.

In those days only the Cad-Allards could stay in there. This mill could get up and go make no mistake about it.

This cute little towel rack on the facia of the Jag was in really a grab bar — which I hung onto with both hands.

the cute little towel really laid it on. That's the day I learned that track driver really laid it on.

My chauffeur, Ben Sterns, veteran Indy and dirt Island). My chauffeur, Ben Sterns, veteran Indy and dirt

during practice for the Bridgechampionship Road Races (Long

was necessary to achieve this goal.

that long interval of time, much plotting and planning

roaster. That's a long time to wait and to drool but during

months and three days thereafter, I drooled. On that day

this slinky dream car, I drooled and so far for five years, five

these bloodshot but fairly innocent blue eyes first beheld

car show in New York's Grand Central Palace. When

profile to this country in the fall of 1948 at the sports

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## 3,625 mile Rallye

by

Thomas P. Wilder

Date: April 16, 1956. Time: 8:30 a.m. EST (5:30 a.m. PST). Place: Fairfax, Virginia. Destination: Pebble Beach, California. Estimated distance 3,625 miles. Estimated time: 125 hours. Estimated mph: 29.

One hundred twenty-five hours and six seconds, 3,615 miles, 177 gallons of gasoline later we cornered off the Carmel hill on to Aguajita road, to complete not only the longest but the most trying rallye we have ever been on. But fun. —Now.

Prior to departure we had entertained a good deal of hope that we would win this event. Needless to say, due to the moderate inflexibility of my navigator (my wife) we placed 96th.

A detailed plan, including all pit stops was drawn up to take us from Fairfax to Bedford, Ind., St. Louis, Kansas City, Denver, Laramie, Wyo., Salt Lake, Sacramento to Monterey. The night before we left I heard of a more rapid route along the Penn. turnpike. Hence a half-hour out of Fairfax I turned north, 180 degrees off our planned route. The turnpike was not on any of our maps, had no idea where it ended; before noon we were off it and on to the Ohio turnpike, also not on our maps. It was a grand road and an easy drive. By late afternoon we found ourselves in the outskirts of Toledo. Modestly speaking, we were a bit off. By 3:45 a.m. Tuesday morning, 983 miles from Fairfax, we called it a day in a small town named Quincy, Ill.

Off again by 9 o'clock, on to Kansas City. Made a pit stop here at "Art's Sports and Utility Motors," Arthur S. Bunker, Jr., proprietor. Made with the sports car chatter plus a wheel bearing check; then on to Ft. Riley, Kansas where we spent the night. Having once served in the horse calvary there, it was quite a treat to make this visit.

Wednesday morning on to Denver, as we passed through Abiline I thought about Mr. Brenner and his covered wagons who had started from here some few years ago; in the next 24 hours we would cover more ground than he did in 6 months; how very very fortunate we are. By 4 p.m. we were in Denver; we had gained a lot of miles on that Toledo bit and I do mean a lot; so we decided to go over the top instead of around. A snow storm, icy road and no other traffic made for a little speculation. Six hours later we were in Steamboat Springs, called it enough for that day. During the night the doors on Mercedes froze shut, making it quite a chore getting them open the following morning.

The rest of the trip was a milk run, Reno did not treat me kindly but we were not there long enough to receive irreparable damage. In closing I would like to mention

the third member of our team, our Mercedes 300SL. Can't begin to say enough good things about her. We left L. A. on March 28, went to New Orleans, Miami, Washington D. C., Pebble Beach covered a total of 8,965 fast hard miles. Not once did she even cough, optomin performance every mile of the way. Nobody has ever been pinched, squeezed, prodded, and poked more than she has. Still she remains quiet, docile, kind, considerate and loaded with WHOSHhh.

## Coffee Break

by Dick Raitt

On to Santa Ynez! Our next meeting will be at the Santa Ynez Inn in the Terrace Room. By the way, the Santa Ynez Inn is located on Sunset just above Hwy. 101. our dinner will not be steak. It will not be chicken. But grenadine of beef yet. Along with this you'll get salad, vegetable, potato, dessert and coffee. The cost - \$3.40 per person including tax and tip.

Our entertainment will come from one of our own club members in the person of Herb Schwarz who will show his films of his recent trip to Europe. If you were present at his last film and dissertation on same, you can fully appreciate the entertainment in store.

The Santa Inez Inn will be open to us at 6 p.m.; the bar will be open for those of you who want to tipple and topple. Dinner will be promptly at 7 p.m. Meeting to start at 8 p.m. Please return post card enclosed in Checkpoint to me, 3160 Hollycrest Dr., Hollywood 28, Apt. No. 5 as to whether or not you will attend — send card either way. Reservations must be made in advance so deadline for post cards received will be June 20.

Hope to see you all at the next meeting.



## LETTERS

(continued from page 2)

4. The above strikes me as being a most democratic procedure (outside of Switzerland perhaps).

5. I happened to protest this very rallye in writing to the board. It was discussed for over an hour and voted. I lost, but I felt the board aired it thoroughly and fairly.

6. As to your comment "or does the club belong to the officers who choose to make the rules to best serve their own selfish purposes."

a. really now!!

b. I do not recall a gun in my back when I voted for the officers.

7. If an individual is unhappy with how things are going, it behooves him not to decline every nomination, it behooves him to accept the nomination and to rise up and become the "martyr who will startle the misguided common herd out of their lethargy." . . . Ed.



## For Women Only

by Patti Lewis

Well! After chasing the better half outside to do something constructive, like washing the T.D., getting pencil and paper — something cool to drink, I sit here wondering what little gems of unessential information I can pass on to you readers.

One thing is certainly obvious at this writing. Everyone seems to have packed their toothbrush and taken off for some type of vacation. Under this heading, we find congratulations in store for Ruth and Buzz De Bardas on their fifteenth wedding anniversary. Their pockets should be somewhat lighter the next time we see them since they have gone to Las Vegas to celebrate the event.

Nadine and Morrie Frankel, and Prissy and Dick Comen spent some time in Palm Springs for the Dental Golf Tournament. Morrie walked away with a trophy. Congratulations! And - I hear from Dr. Comen's better half, that "Dick played his usual."

Ruth and Sherm Strand were in Denver for the Ear, Nose, and Throat Convention, where Sherm gave a paper.

Bill Hanna spent a week in Florida, while Sylvia was left behind to fend for herself.

Among those loafing over Memorial Day were Ann and Ted Edlefsen, who relaxed in Palm Springs to swim and sun.

In the stork department, we find Barbara Gardner eagerly awaiting the arrival, and Sylvia Hanna, expecting Oct. 1st, who says, "be it he or she, the name is 'Charlie-brown'."

Which long time navigator for one of the Southlands foremost rallyers has become engaged in plotting a new course with someone else, with matrimony in mind at the last check point?

Our thanks go to Marge and Ray Moyer for the lovely card table to use on rallies. We sure needed it.

Betty Lynch has a cute new hair-do. An original, she says, from Norma and Jack Charney's new shop.

Betty Warren, Nita Green, and Zach Baratz, of the Glendale chapter, met for lunch to discuss possible locations for our beach party in July, when we entertain Phoenix and Santa Barbara. That is one date we all want to keep open. Sounds like lots of fun!

SMFCCA was well represented in the Austin-Healey Owners Club rallye to Ensenada. Members who participated were Helen and Burton Harrison, who placed third, Sue and Ken Phillips, who placed seventh, Ruth and Bob Piercy. Betty and Ed Venable, and Earl Burdick. Betty and Ed Warren officiated. It was a fine rallye and a wonderful week-end with lots of fun for everyone.

The cute new earrings and cuff links with the FCCA badge are making quite a hit. See Betty Warren before the supply runs out.

The 24-hour rallye was a big success. Among those from SMFCCA were Chris and Jim Hines, Bill Doyle, Leonard Hirsch, Dick Comen and Bill Hanna, Gene Connell, Bill Gardner, Betty and Ed Lynch, and Howard Frank. Howard Frank came in second over-all, Gene Connell won fourth, but both represented Lockheed. Traitors! Bill Doyle won tenth over-all and first from SMFCCA.

Dick Comen and Bill Hanna made a wonderful start, then had fuel pump trouble on Bill's \*-&□\*-%#\* A.H. an hour and a half before the end and couldn't finish.

Wouldn't you know the guys wouldn't sit by and let the gals take all the praise in the clothes department. At the 24-hour rallye, Bill Doyle and his navigator were wearing white coveralls with black tire treads running over the legs, white shirts, black ties, and, of course, the ever popular sports car caps. How well groomed can you get! We'll expect to see the rest of the men coming up with something new in this line at the next outing.

As you can see this column has more about men than women. If we're to keep a FOR WOMEN ONLY column, let's all pitch in and help.

## Remember . . .



The best deal on top may not be the best deal all the way through. Remember to check and ask, is the allowance what you are really entitled to? Is the Financing, Bank Terms? Is the dealer a Factory Auth-

orized Dealer? And finally does he have a reputation for after-sales service? To get all this, you know that the world's largest Jaguar dealer, Brentwood & Coventry can, and will give you all this.

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